

UNITED STATES OF AMERICA
 NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of:

MV ETHAN ALLEN,
 LAKE GEORGE, NEW YORK,
 OCTOBER 2, 2005

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 * Docket No.: DCA 06 MM 001
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Interview of: JOHN MASON

Fort William Henry Resort and
 Conference Center

Thursday,
 October 6, 2005

The above-captioned matter convened, pursuant to
 notice, at 8:10 a.m.

BEFORE: MORGAN TURRELL

APPEARANCES:

MORGAN TURRELL
National Transportation Safety Board

SGT. WALTER SCHEDEL
New York State Park Police

MAURICE ALDRICH
Warren County Sheriff's

SEAN QUIRK
Shoreline Cruises

MATTHEW QUIRK
Shoreline Cruises

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I N T E R V I E W

(8:10 a.m.)

MR. TURRELL: Good morning. It's October 6th at 8:10 in the morning. We're at the Lake George Conference Center. My name is Morgan Turrell, the NTSB. We're interviewing John Mason, a Shoreline employee.

And to my right.

MR. S. QUIRK: Sean Quirk, Shoreline Cruises.

SGT. SCHEDEL: Sergeant Schedel, New York State, Office of Parks and Recreation, State Park Police.

INTERVIEW OF JOHN MASON

BY MR. TURRELL:

Q. And, John, if you'd introduce yourself, please.

A. John Mason, Captain, Shoreline Cruises.

Q. Okay. And how long have you been an employee of Shoreline Cruises?

A. I'm completing my 21st year.

Q. Okay. And would you please acknowledge this is being recorded?

A. Yes. I understand this interview is being recorded.

Q. Thank you. I'm sorry. You said how many years?

A. 21 years.

Q. 21 years. And how did you start with the company first? Like an apprentice or mate? How did you --

A. I was initially hired to be in the parasail

1 operation, which was in its infancy back then, and that same
2 summer began doing cruises for the company as well.

3 Q. And which, which boats did you start on the cruises?
4 Was this after the parasail operation?

5 A. Yeah. I was on the Ethan Allen-type boats and
6 because we have three boats.

7 Q. Okay. Could you, John, just step back to your
8 professional life. Just step us through since high school
9 pretty much what you've been doing.

10 A. Since high school?

11 Q. Yes.

12 A. From high school, I went to State University of New
13 York at New Paltz. Graduated in 1971 with a Bachelor's Degree
14 in English. I later went back to school to (indiscernible)
15 State and graduated from there in 1975 with a certificate in
16 physical education. In the fall of 1975, I began employment
17 with the Glens Falls City School District. Excuse me. I, I
18 don't remember the exact date.

19 Q. Oh, that's okay.

20 A. My Master's Degree, but I do have that right here.
21 In 1983, I received a Master's Degree in health education from
22 Russell Sage College.

23 Q. Okay.

24 A. I retired from teaching in Glens Falls City School
25 District in 19 -- excuse me, 2004.

1 Q. Okay. Okay. And so and you returned her to work?

2 A. I began, yeah, I began working summers, and I've
3 worked here continuously for 21 years.

4 Q. In the summertime?

5 A. During the summer, yeah, as a seasonal. And once I
6 retired, that expanded basically May through October.

7 Q. Then how -- at what point did you move to the -- your
8 current boat, which is Adirondac?

9 A. We did our maiden voyage on the Adirondac last year
10 on June 26th, and at that time I was designated as the senior
11 captain, and that has been my primary assignment since that
12 date.

13 Q. Okay. I'd like you to, if you can, give us a
14 narrative of your account of what happened on October 2nd to
15 the best detail as possible.

16 A. Okay. I was scheduled for a two-hour cruise on the
17 Adirondac billed as a fall foliage cruise. The cruise was
18 scheduled from 2 to 4 in the afternoon. I left a few minutes
19 late. We had a few people buying tickets. I believe the log
20 indicated that I left at 2:08. Typically during the summer, my
21 regularly scheduled cruises, my lunch cruise and my dinner
22 cruise are all two-hour cruises, and I drive a route that I
23 have previously laid into the GPS unit that we have onboard,
24 and I drove that same route on Sunday. The route basically
25 takes me up the west side of the lake to Bolton Bay and the

1 Sagamore Hotel, at which point I cross over to the east side,
2 returning down the east side of the lake with a very brief loop
3 into Harris Bay before I come through Assembly Point and then
4 back down to Shoreline.

5 Q. Okay. Looking for -- was it Bolton Bay you said/

6 A. Yeah, right here.

7 Q. Okay.

8 A. So I, I came up here, make a little loop here to
9 shore on the Sagamore Hotel.

10 Q. So you go west of Dove Island and --

11 A. Right, yeah, right through here between Recluse
12 Island and Gull Rock Shoal right through here.

13 Q. Okay.

14 A. Which is the typical path that the boats take.

15 Q. Okay. I'm just -- for the transcription's purpose
16 here, and I can go back and look at the map --

17 A. Correct.

18 Q. -- and see what's going on.

19 A. And then cross over to this side, getting to the east
20 shore at Refuge Island.

21 Q. Okay.

22 A. And then down along here. I make a brief loop into
23 here to show them some of the cottages.

24 Q. Okay.

25 A. On the east side --

1 Q. Okay.

2 A. -- Assembly Point.

3 Q. And then back down to Shoreline.

4 Q. Okay. And so that's your usual route?

5 A. Yes.

6 Q. And you left at 2:08?

7 A. 2:08.

8 Q. Okay. What -- describe the whole voyage for
9 yourself, the times, dates, what you saw.

10 A. Okay. The trip was a typical trip, beautiful day.
11 I -- my log entry indicates calm winds. I passed -- during the
12 cruise, I passed the Horicon just south of Rush Island here,
13 approaching Cotton Point. Right in, in this area here.

14 Q. Can you recall what time that was?

15 A. I can't, I didn't look at my watch when I passed the
16 Horicon. I mean I could give you an approximate time.

17 Q. Sure, based on your, your speed or --

18 A. I'm going -- because, because of the GPS --

19 Q. Right.

20 A. -- and knowing -- I get to this point, it would have
21 been a little before 3 o'clock. So I'm going to estimate that
22 I would have passed the Horicon probably around 2:45.

23 Q. Okay. And what speed do you normally operate at?

24 A. I normally operate at 12½ miles an hour.

25 Q. What rpm?

1 A. That's 1550 rpms.

2 Q. Okay. So (indiscernible) now. You passed the
3 Horicon south of Rush Island, approximately at 1445.

4 A. Right.

5 Q. And were you port side, starboard-to-starboard or
6 port-to-port?

7 A. We were port to port.

8 Q. And how far off, offshore were you at that point? Do
9 you normally operate at.

10 A. Yeah, my -- that line that I have on the, the GPS, at
11 that point, I'm between 1 and 2/10ths of a mile.

12 Q. Okay.

13 A. The Horicon was, was probably on my line, because the
14 reason I know that that was the location because I remember I
15 had to turn out slightly off my, my line in order to pass the
16 Horicon safely towards the port. So Horicon was, was between 1
17 and 2/10ths of a mile off the shore at that point, I would
18 estimate.

19 Q. Now when you passed the Horicon and he was on your
20 port side --

21 A. Correct.

22 Q. -- was he northbound or southbound?

23 A. He was southbound.

24 Q. And how far off each other were you, the two vessels,
25 the distance between two vessels?

1 A. I would say we were probably about 100 yards.

2 Q. Okay. And when you passed each other, was there any
3 communication between the two vessels?

4 A. There was a, a greeting with the horns. Jim greeted
5 me with --

6 MR. TURRELL: This -- pause just for a moment. We
7 have a gentleman joining us.

8 Introduce yourself.

9 MR. ALDRICH: Yes. Investigator Aldrich with Warren
10 County Sheriff's.

11 MR. TURRELL: Would you kindly spell the name,
12 please?

13 MR. ALDRICH: A-l-d-r-i-c-h.

14 MR. TURRELL: Okay. Thank you.

15 BY MR. TURRELL:

16 Q. I'm sorry. Please continue. So the distance you
17 were 100 yards apart and you communicated between the two
18 vessels as you passed?

19 A. As, as we approached, Captain Young gave me a, a
20 greeting on his horn which, which I returned.

21 Q. Okay. Now after -- so 2:45 you continued pass Rush
22 Island.

23 A. Correct.

24 Q. You passed the, the Horicon.

25 A. Yes. Up to the, up to Bolton Bay.

1 Q. Okay.

2 A. And the Sagamore Hotel, crossing over to the general
3 area of Refuge Island.

4 Q. Okay. So at what time were you at Bolton Bay?

5 A. Roughly 10 minutes after this. So that would have
6 been about 5 --

7 Q. 1455?

8 A. Yeah, about 5 of 3.

9 Q. Okay, and then you crossed over.

10 A. You know typically when I get to this side, it's
11 about an hour out. This point right here. This is not my
12 halfway point, when I reach the eastern shore --

13 Q. Okay.

14 A. -- because I do slow down down here, so my halfway
15 point is right about in this location here.

16 Q. Okay.

17 A. Refuge Island, Watch Point.

18 Q. Okay, and then from there?

19 A. Continued down along the eastern shoreline, basically
20 on a course to Ripley Point, which is at the northern tip of
21 Cleverdale. At this point, I back my rpm's off to about 950,
22 which is depending on the wind 7.88 miles an hour. I do a
23 shallow loop. I'm closer to shore now, and I do a loop along
24 Cleverdale, come over here to Assembly Point.

25 Q. Okay.

1 A. And back up, and then through Assembly Point. Timing
2 wise, and I, I come through Assembly Point and clear the point
3 with approximately 25 minutes remaining in the cruise. So at
4 that point in time, and I do remember that I was on time
5 throughout this cruise, that would have been 3:35 at that
6 point.

7 Q. Okay.

8 A. From here, I start off paralleling Assembly Point.
9 My speed from this point down is generally about 1400 rpm's,
10 which is little bit slower. Usually around 11, 11.8 miles an
11 hour somewhere in that range. I come around these shoals down
12 to Plum Point.

13 Q. Okay.

14 A. And then from Plum Point, it's a direct shot at the
15 steel pier, and once I get opposite Shoreline Cruises, I make a
16 90 degree turn and, and dock.

17 Q. Okay. Now as far as the Ethan Allen, did you see the
18 Ethan Allen when you --

19 A. When I came through Assembly Point, the Minne-Ha-Ha,
20 which is doing her one-hour cruise, and this, although this is
21 not a typical time for me, this 2 to 4, a typical time during
22 the summer would be 12:30 to 2:30, but the timing with the
23 Minne-Ha-Ha was the same that it normally is being that we were
24 both due back at the dock at the same time. So as I came
25 through, the Minne-Ha-Ha was just rounding Diamond Island, and

1 heading, as we know now towards the site of the accident. As I
2 was coming through, a transmission came over the, the VHF on
3 Channel 16, directed at the Minne-Ha-Ha. I believe it was --
4 came from someone identifying themselves as Rescue One. They
5 told the Minne-Ha-Ha to stay away from the area that they were
6 approaching, to stay out in the center of the lake. At that
7 point, I got the binoculars out and looked over to the area
8 that the person was describing and saw a very large number of
9 boats located in that area. As I proceeded down, another
10 transmission came probably when I was down along what we
11 described as Paula's Father's (ph.), which is down in this
12 area, just north of Wiawaka, and the transmission again came
13 from Rescue One directing all private boats in the area to
14 leave immediately.

15 Q. Okay.

16 A. And those were the only two transmissions that I
17 heard that made me aware that there was something wrong in that
18 area.

19 Q. Okay.

20 A. But I was unaware of exactly what it was. When I got
21 back to the dock, Caroline, who is our director of charters in
22 the office, came onboard and explained to me that the Ethan
23 Allen had gone down just south of Cramer Point, and that's the
24 first time that I had connected the, the two things.

25 Q. Okay. Can you tell us when you left Shoreline which

1 boats were tied up, were, you know, (indiscernible) of vessel
2 positions in your fleet?

3 A. The Horicon was out on a, on a three-hour charter.

4 Q. Okay. So at 1400 the Horicon was out. And the Ethan
5 Allen?

6 A. To be honest with you, I'm not aware of the location
7 of any of the other boats.

8 Q. Okay.

9 A. You know, during a regular operating day, all three
10 of them may be on the water and --

11 Q. Sure.

12 A. -- they're in and out constantly and --

13 Q. Understand.

14 A. -- my concern at that point -

15 Q. Was your boat.

16 A. -- was my vessel.

17 Q. Sure. Okay. How many, how many passengers did you
18 have onboard your boat that day?

19 A. I had 36.

20 Q. Is that normal for your operation?

21 A. Yes.

22 Q. Okay. What would you describe to be a typical -- I
23 understand you do charters and you also do walk-ons, is that --

24 A. Foliage cruises.

25 Q. Foliage cruises.

1 A. Yes.

2 Q. So on your run was foliage cruise, is this a charter
3 or was this a --

4 A. This was a public cruise.

5 Q. Oh.

6 A. And there were no what we would -- what I refer to as
7 add-on charters. In other words, we may do a public cruise,
8 but there's also a charter, a small charter group --

9 Q. Okay.

10 A. -- on board. This was purely a public cruise.

11 Q. And how would you describe the mix? Would you
12 describe there's more public cruises on your boat or more
13 charter cruises?

14 A. Well, during the summer, we certainly do more public
15 cruises.

16 Q. And this time of year?

17 A. This time of year we do more charter work because
18 we're not on a five-day a week operating schedule like we
19 normally are during the summer.

20 Q. Will you describe the bookkeeping and log keeping
21 methods that you have on your boat and Shoreline Cruises in
22 general, how they keep track of passenger counts and what kind
23 of logs you keep, etc.?

24 A. Okay. Yeah, let me -- well, okay. Let me take it
25 from the, the booth. In the case of a public cruise, they will

1 be selling tickets out of the ticket booth. It's a
2 computerized system, and the captain can go in and look at
3 the -- ask the attendant to bring up their particular cruise
4 and that screen will show you how many tickets have been sold
5 at that point for a particular cruise. When the people aboard
6 the boat. We as a captain, collect the tickets, and also on
7 the, the Adirondac as the people are boarding, typically I will
8 be collecting the tickets. There also is a crew member with a
9 clicker, we call it, with a counter, counting the people
10 onboard as well, and that number ultimately gets entered in a
11 log by me as the number of passengers onboard.

12 Q. Okay. Okay, and so there's a computerized record of
13 the -- passenger counts and then also in the log?

14 A. Yes.

15 Q. What about the, the smaller boats, the Ethan Allen
16 and the de Champlain and --

17 A. The, the system would be the same. The staff in the
18 booth will be selling the tickets. The computer will keep
19 track of the number. The captain as well will periodically
20 check that number. Check it to (indiscernible), and as the
21 people board the boats, the captain will take a ticket from
22 each person boarding the boat, which is a secondary count.

23 Q. And for a charter operation, how does that, how are
24 those numbers tallied for charter boats -- for charter trips on
25 the (indiscernible) boats?

1 A. Yeah. People will typically charter the boat and
2 give the, the company a number that they expect to be on board
3 for that charter, and from, from that point on, it's identical
4 to a public cruise. As the people board, they are counted
5 onboard with a counter on the larger boats, and the Adirondac
6 with a counter. And again that number is, is entered into the
7 log.

8 Q. Okay. Let's talk a little bit about maintenance and
9 any other kind of record keeping you have onboard your boat.

10 A. Okay.

11 Q. Basically what's the maintenance procedures in your
12 best description of it?

13 A. Okay. As a captain on the Adirondac, I'm required
14 each day that the, the boat sails, I'm required by, by
15 Shoreline to go through all of the operating systems, the
16 mechanical systems. We have a checklist that we keep that fill
17 out on a daily basis. I check those systems. There also is a,
18 an engine log that the mechanics on the property would take
19 care of. A captain's checklist that I do, gets noted in the
20 log that I have in fact completed that checklist for that day.

21 Q. And give me a rough list of things on that checklist.

22 A. Okay. That includes checking all of the fluid levels
23 and doing visual checks on all of the engines. It includes
24 checking the intake screens on all of the engines to make sure
25 that there's no debris or anything. It includes checking the

1 intake screens on the fire and bilge pumps, checking the valves
2 on the fire and bilge pumps. Checking the fluid level in the
3 valve thruster to make sure it's operational. Checking --

4 UNIDENTIFIED SPEAKER: Excuse me --

5 MR. TURRELL: Pause, I'm sorry, pause just for a
6 moment.

7 (Pause.)

8 BY MR. TURRELL:

9 Q. I'm sorry. Go ahead. Things in the checklist.

10 A. Yeah. I think, I think I was up to checking the
11 level of, of fuel.

12 Q. Okay.

13 A. Checking the level of the water that we have onboard.

14 Q. Okay.

15 A. As part of the, the log, I also check the safety
16 equipment (indiscernible), check the operational status of all
17 of the equipment in the pilot house, the GPS, radar, radio,
18 running lights.

19 Q. Okay. How many passengers is the boat rated for?

20 A. We are rated for 420 passengers.

21 Q. And that capacity is set by whom?

22 A. New York State Department of Parks, Recreation and
23 Historical Preservation.

24 Q. Okay. And do they inspect the vessels? Have you
25 been onboard when they inspected the vessel?

1 A. Yes, sir.

2 Q. And when was the last time that occurred in your --
3 to your knowledge?

4 A. Yesterday.

5 Q. Okay. Prior to, prior to yesterday.

6 A. It occurred in May.

7 Q. May?

8 A. Yes.

9 Q. It wasn't -- at least it wasn't October 5th, by the
10 way. So May 2005, and that was in your annual --

11 A. Yes.

12 Q. -- so May of 2004, so, so in May 2005, did they make
13 any notations or any discrepancies on your boat?

14 A. Not to the best of my knowledge, no.

15 Q. Okay. If there had been a discrepancy on your boat,
16 what would have been the procedure to exit?

17 A. Well, the procedure would have been that the -- Jim
18 Quirk or his designated agent would have immediately seen to
19 whatever it was that they requested be corrected, and that
20 would have been corrected before the boat probably was allowed
21 to be back out on the water.

22 Q. Did, after the correction was made, did New York
23 State ever come and verify the correction was made?

24 A. I believe that's the procedure.

25 Q. Okay. And you hold a license from New York State is

1 that correct?

2 A. Yes, sir.

3 Q. What does that license say or what's the
4 qualification on the license?

5 A. Unlimited Master's, and again that's through New York
6 State Department of Parks and Recreation.

7 Q. How long have you held that license?

8 A. I believe I got that, my Master's the third year of
9 employment, so it would be 18 or 19 years.

10 Q. Okay.

11 A. I'm sure that is on file.

12 Q. Do you when you -- before you depart, is there any
13 communication to the passengers from the crew, to the
14 passengers regarding safety or anything else?

15 A. I make an announcement over the public address
16 system.

17 Q. Uh-huh.

18 A. I address -- basically what I address is their safety
19 as they move around the boat.

20 Q. Okay.

21 A. In terms of walking on the decks, being careful as
22 they go up and down the stairs.

23 Q. Okay. Where are the -- where is the safety equipment
24 located on your boat, specifically like life saving appliances
25 in particular?

1 A. The VFD's, okay, we have a number located in the
2 galley, which is below deck.

3 Q. Okay.

4 A. Coming up to the first deck, we have a bunker located
5 under the first deck stairs on the bow.

6 Q. Okay.

7 A. Coming up to the second deck, we have -- to the
8 second deck, we have a large number located in the ceiling of
9 the second deck. Coming up to the third deck, we have a number
10 located in the pilothouse with me.

11 Q. Okay.

12 A. A small number. We have a large number located on
13 the third deck stern in two bunkers.

14 Q. So how many lifejackets do you -- you have 420-
15 passenger certification. How many do you carry? How many
16 lifejackets do you carry?

17 A. When I did the count yesterday, we had 475
18 lifejackets onboard.

19 Q. Do you recall roughly how many of those are
20 children's?

21 A. It's, yes. The split was 435 adult and 40 children.
22 I might add that we also have four rain buoys onboard as
23 required by the state.

24 Q. Okay. How many crew members do you have on the
25 Adirondac?

1 A. That varies with the, the load size.

2 Q. You say it varies by load size. What -- how does it
3 vary? Who makes the determination how many crew members must
4 be on board?

5 A. The determination, I guess, would be made by
6 Mr. Quirk.

7 Q. Okay. So if there's going to be a full boat that day
8 or just -- for 250 passengers, let's say. How many crew
9 members would you normally carry for a passenger count that
10 size?

11 A. For something that size, it would be somewhere
12 between 8, 8 plus, probably.

13 Q. Now as far as -- I'm not talking about the catering
14 and hotel staff. Strictly the crew members we're talking
15 about, licensed personnel and that deck hands or crew members.
16 Would that be the eight you're talking about?

17 A. Yes.

18 Q. Okay. So it doesn't include the catering staff of
19 anyone else you may have?

20 A. Correct.

21 Q. So the breakdown of the eight persons, master
22 pilot --
23 what's the breakdown of the eight people, the qualifications.

24 A. Master.

25 Q. Okay.

1 A. Typically on a cruise of that size, we would have two
2 masters on board.

3 Q. Okay.

4 A. And the rest would be deck hands.

5 Q. And what, what are the duties of the two masters?
6 How are the duties split between the two masters?

7 A. Well, I would, I would call it a shared
8 responsibility. I mean ultimately as senior captain, I'm in
9 charge.

10 Q. Okay.

11 A. Typically, I would do the majority of the, the
12 piloting.

13 Q. Okay.

14 A. The second in command, if you will, would be there to
15 handle any mechanical problems, and typically during the
16 cruise, whether it's the other captain or whether it's myself,
17 we would walk throughout the boat just making sure that, that
18 everything was running smoothly, wasn't anything that needed
19 our attention.

20 Q. And the deck hands, what's their job description for
21 deck hands?

22 A. Well, they're familiar with the general operation of
23 the boat in terms of the lines and their duties at particular
24 stations leaving the dock as well as returning to the dock.
25 They're also familiar with the emergency procedures that we

1 have onboard, the two major ones being fire and man overboard.

2 Q. Do you drill or train for those two scenarios?

3 A. Yes, we do.

4 Q. How often do you do that?

5 A. We do it in a concentrated way at the beginning of
6 the season, couple of times, and we do actual live events. We
7 actually put a person in the water to do the man overboard, and
8 we -- with the fire drill actually simulate -- we don't
9 actually light a fire up, but we actually say --

10 Q. Sure.

11 A. -- over the P.A., there's a fire in this location.
12 And --

13 Q. You could probably combine those two by setting
14 someone on fire and throwing them in the water, you know.

15 A. Save a little time. And then we --

16 UNIDENTIFIED SPEAKER: Record it, right?

17 MR. TURRELL: Of course.

18 UNIDENTIFIED SPEAKER: It's not a suggestion.

19 MR. TURRELL: Maybe I'll redact that. Okay.

20 MR. MASON: And we also review that periodically
21 during the season, I would say. About every couple of weeks I,
22 what I do on my boat is I do a lot of verbal review going to a
23 crew member and putting them on the spot and saying describe to
24 me the location of each fire extinguisher onboard or tell me
25 what you would do in this situation.

1 BY MR. TURRELL:

2 Q. Okay. And can you tell me basically where these deck
3 hands, what a typical deck hand, their background or
4 qualifications, where they come from, who they are?

5 A. Well, it -- a typical profile would be a college-age
6 student, college-age kid. We have both men and women. Most of
7 the ones that we had this summer were college, college-bound
8 kids.

9 Q. Let's turn now to the -- your knowledge of the other
10 boats on the lake. If you could describe perhaps the number
11 of, number and the size of the other vessels onboard the -- on,
12 on the lake.

13 A. Okay.

14 Q. Description of the, the --

15 A. Okay, so --

16 Q. -- big ones in particular, the cruise --

17 A. Okay, the, the ones not associated with the
18 Shoreline?

19 Q. Right.

20 A. Okay. Down at our end, you have the Lake George
21 Steamboat Company. They have three vessels, the Minne-Ha-Ha,
22 the Mohican, and the Saint Sacrament. The other vessels that
23 we encounter out on the lake is the Morgan that cruises out of
24 the Sagamore Hotel.

25 Q. Okay. Who operates the Morgan?

1 A. The Morgan is owned by the Sagamore Hotel.

2 Q. How large a vessel is that?

3 A. I believe that's 65 feet, single-screw.

4 Q. How many passengers does that carry?

5 A. I believe the Morgan is something like 65, maybe 80,
6 I think I saw somewhere, but it doesn't have a large capacity.

7 Q. And what type of -- typically of a daily run, hourly
8 run?

9 A. The Morgan typically will do a lunch and dinner
10 cruise, although a lot of days this summer they didn't go out.
11 I guess for lack of passengers. They also do some charter
12 work as well.

13 Q. Just roughly, do you know how old that boat is off
14 the top of your head?

15 A. Morgan has got to be 20 years old, I think
16 approaching 20, probably. Yeah. Yeah.

17 Q. Okay. Now from the Minne-Ha-Ha, the Mohican, Saint
18 Sacrament, the Morgan, can you describe those vessels and their
19 speed and what kind of wake they might give off?

20 A. Okay. Let's start with the Morgan because it's
21 pretty benign. Twin screw, not capable of very much in the way
22 of speed, very benign wake. Morgan really is nothing that as a
23 captain I have to be concerned so about in terms of, of wake.

24 Q. Okay.

25 A. Back down to the Steamboat Company, Minne-Ha-Ha,

1 again a slow boat. The only thing you have to be a little bit
2 careful about with the Minne-Ha-Ha is that if you cut to the
3 stern of the Minne-Ha-Ha at 90 degrees because of the, the very
4 unusual type of wake that the, the wheel puts up, it's almost a
5 washboard kind of effect directly behind the boat.

6 Q. Okay.

7 A. So as a captain, you want to be a little bit careful
8 not to cut too close to the Minne-Ha-Ha at a, at her stern at a
9 90-degree angle.

10 Q. Okay.

11 A. Saint Sacrament doesn't -- does not produce a very
12 large wake, which is quite surprising to, to a lot of us on the
13 lake. It's -- you know, what I would call a reasonable wake,
14 nothing that I have to be too concerned with as a captain.

15 Q. Okay.

16 A. The Mohican puts out a wake that you as a captain
17 have to be very, very aware of. Even on something like the
18 Adirondac, I, I have to be, especially if we're in close
19 proximity of each other, I have to be careful as to how I
20 approach that wake. If I approach it at a 90-degree angle, if
21 I'm close, I may make an announcement to the people onboard
22 that we're going to rock a little bit. Typically my regular
23 cruises, my lunch and dinner cruise, I am not in a situation
24 where I encounter the, the Mohican in a overtaking situation,
25 but occasionally on charters when the Mohican overtakes me

1 because they generally do travel a slightly faster speed than,
2 than I do, that's a situation where I have to be particularly
3 careful when she overtakes me, and the wake is parallel to my
4 boat.

5 Q. What type of action do you take when this situation
6 occurs?

7 A. If I see that this happening, what I try to do is to,
8 if I see her coming, I try to turn out a little bit different
9 than it will be when she's coming along the -- usually it's
10 when she's coming along the western shoreline, and I'll try to
11 move myself away a little bit. On some occasions, I have chose
12 to turn back towards the wake and hit it at more of a direct
13 angle rather than take it broadside.

14 Q. Okay.

15 A. So that --

16 Q. Okay. How, how far would you describe that wake
17 extends from the Mohican when it overtakes you? How far does
18 the wake line, the primary wake line extend laterally?

19 A. I'm not sure exactly --

20 Q. Well, from the Mohican the lateral distance away from
21 the --

22 A. Right.

23 Q. -- from the vessel, is there --

24 A. Oh, that would -- yeah, that wake will go on across
25 the lake. I mean if she's on the left side of him, I'm on his

1 east side, it may dissipate a little bit, but I'm still going
2 to feel that wake.

3 Q. Okay. And what's the height of the wake by the time
4 it hits you?

5 A. I honestly don't know that I feel comfortable saying
6 to you I think the wake is 2 feet or I think the wake is 3
7 feet.

8 I can tell you that the wake is more pronounced the closer you
9 are --

10 Q. Okay.

11 A. -- to the boat.

12 Q. Right.

13 A. So that if I'm on the same side of the lake, I have
14 to be more careful than if I'm on the far side, although it
15 still is a formidable wake even on the other side.

16 Q. Would you describe the wake as a, a single event wave
17 or multiple event wave? Does it continue?

18 A. I've always thought that it's, it's rather a complex
19 wake. When I used to do the day cruise on the Horicon, I used
20 to pass the, the Mohican port-to-port, five days a week.

21 Q. Okay.

22 A. And as you, you pass the boat, you would have that
23 primary wake that you would expect from a boat.

24 Q. Right.

25 A. But what I thought was unusual is that after the boat

1 goes by, the Horicon would continue to, to dolphin as we moved
2 away from the boat because there is a wake that was behind the
3 Mohican moving in the same direction as the boat.

4 Q. Okay.

5 A. If you will, if you understand --

6 Q. Sure.

7 A. -- what I'm, what I'm saying. A typical wake, if
8 this is the boat, would come off this way, but there appeared
9 to be a wake directly behind the boat in -- like this, so that
10 as I passed, I would continue --

11 Q. Okay.

12 A. -- to, to do this after I passed the boat.

13 Q. So you've been on the lake now for 21 years?

14 A. Yes.

15 Q. And you've operated, I assume, almost all of the
16 vessels in the Shoreline fleet, is that correct?

17 A. Yes, all of them.

18 Q. Okay. And did you operate the Horizon before it was
19 taken out of service?

20 A. The Horizon?

21 Q. Oh, the Defiance was it?

22 A. Defiance. Yes.

23 Q. So you operated all the boats that Shoreline has ever
24 operated on the lake?

25 A. Yes, sir.

1 Q. And you're aware that these wake conditions from the
2 Mohican?

3 A. Yes, sir.

4 Q. And you've taken action to avoid them?

5 A. Yes.

6 Q. Have you ever had any problem where you lost control
7 of the boat?

8 A. No.

9 Q. Okay, when you were on the Ethan Allen or the cruise
10 boats, you experience difficulty where you lost control of the
11 boat?

12 A. No.

13 Q. On the Ethan Allen class, have you ever
14 experienced -- how many passengers -- have you ever taken a
15 full load of 48 passengers on the Ethan Allen or sister boats?

16 A. I believe I have, yes.

17 Q. How often does that occur in your, in your
18 experience?

19 A. Usually when we would have a load of that number it
20 would be under similar conditions that we had on Sunday. It
21 would be a charter.

22 Q. Okay.

23 A. Charter group. And I used to do those groups, but as
24 far as how often, it certainly wasn't a daily occurrence.

25 Q. Say out of 10 cruises, how, how many of those 10

1 cruises would be a full 48-passenger load?

2 A. It certainly would be less than 1 out of 10.

3 Q. Okay.

4 A. Yeah. Typically we cruise with a much smaller number
5 than that. I mean those boats will go out with as few as two
6 people.

7 Q. Okay.

8 A. Most of our cruises are done with numbers much
9 smaller than, than the 48.

10 Q. And when you went out in those boats, did you
11 normally have a crew member with you if you have a full load
12 like that?

13 A. I do remember occasions when I did have a crew member
14 with me. Did I have a crew member every time I went out with a
15 boat of 48, I don't believe so, no.

16 MR. TURRELL: Walt --

17 SGT. SCHEDEL: Walt Schedel with the State Park
18 Police.

19 BY SGT. SCHEDEL:

20 Q. One of the -- talking about the size of, of the loads
21 generally, and you said less than, less than 10 in 10. Can you
22 give us like a better -- would it be maybe 1 in 20, 1 in 25, 1
23 in 15?

24 A. That, that I did a chartered --

25 Q. Well, that the boat was (indiscernible) with that

1 many people onboard. Just a rough idea.

2 A. Yeah.

3 Q. Not a number we're holding you to.

4 A. Yeah, I understand that, but you know in a daily
5 operation, I'm trying to think how many one-hour cruises we
6 might do in a day, about 10.

7 Q. 10 in a day.

8 A. And when I was operating the tour boat, I might have
9 done a charter with a group or 48, maybe, maybe half a dozen
10 times during the summer.

11 Q. That would be very unusual to have a boatload --

12 A. As far as my experience, yes.

13 Q. Okay, 2 to 3 times a summer, 3 to 4 times you figure?

14 A. Five or six --

15 Q. Five or six.

16 A. -- my recollection is, yeah, that, that I would do
17 for the, the bus drivers.

18 Q. Okay. So that's certainly not -- it doesn't happen a
19 lot then.

20 A. No.

21 Q. Just going back a second to where when you described
22 the wake the Mo puts out. Just so I understand what you're
23 talking about. You, generally you have the bow wave --

24 A. Exactly.

25 Q. -- that comes off the boat --

1 A. Yes.

2 Q. -- comes off at an angle.

3 A. Right.

4 Q. The swells that you're talking about are -- would be
5 similar to like the following seas behind the Mo, just general
6 swells? It's not sharp waves like the general wake would be
7 or, or how would you describe it?

8 A. I would still describe it as a fairly formidable wake
9 because with the Horicon, we would -- this would be a typical
10 wake, so that as I was coming this way, I would hit this wake.

11 Q. Right.

12 A. But then here there would be following waves in this
13 direction. So that as I would continue on, I would rise and
14 fall as I hit these waves.

15 Q. Okay, now this one, actually the ones that are coming
16 off the bow at angles, those are generally sharp waves?

17 A. No, these are larger than these.

18 Q. Okay, but these are generally sharp waves.

19 A. Yes.

20 Q. And they're kind of peaked, they don't have a long
21 duration.

22 A. Right.

23 Q. Are these similar to that or were these -- would
24 these be more like swells?

25 A. These would be more like swells following swells, and

1 it would go on for quite a ways.

2 Q. Okay.

3 SGT. SCHEDEL: I think that's all I've really got at
4 the moment. I'm sorry.

5 MR. TURRELL: Sean.

6 MR. S. QUIRK: Sean Quirk, Shoreline Cruises.

7 BY MR. S. QUIRK:

8 Q. First of all I wanted to get to what everyone's
9 asking if you had ever lost control of a boat due to waves and
10 everything. I want to bring you back into parasail boat or
11 rafts or --

12 A. Okay.

13 Q. -- you know, have you had problems navigating those
14 boats in the southern end with the Adirondac or the Mohican
15 leaving port or just going on his cruises?

16 A. Yeah. I -- I guess I was a little bit concerned
17 when, when you asked that question, and maybe that's why I
18 hesitated, because I guess maybe I should have asked you to
19 clarify what you meant by loss of control.

20 Q. I mean had difficulty controlling the boat in a wake?

21 A. Yes.

22 Q. Okay. Have you ever had difficulty controlling the
23 three, the Ethan Allen, the de Champlain, the three sister
24 boats?

25 A. Yes.

1 Q. Okay. And what type of control difficulties did you
2 have on those boats?

3 A. Typically what would happen is that -- this, this
4 would go for the Mohican wake or other cruiser wakes. You
5 would sometimes have to hold onto the wheel very tightly
6 because the boat might make a turn to one direction.

7 Q. So you have to -- do you counter steer or actually
8 the rudder was pushed over by the wave? In other words, you're
9 saying if you're, if you're moving along, the wake hits you,
10 that the, that the steering changes or just the attitude of the
11 boat changes?

12 A. The attitude of the boat.

13 Q. Okay. So then you need to counter steer?

14 A. Yes.

15 Q. Okay. I'm sorry. I was just clarifying my
16 confusion.

17 A. Yeah, I -- actually wasn't really a loss of control
18 but more of a near loss or a, a correction. I --

19 Q. I own, I own a 21-foot pleasure boat. I do the --
20 have to do the same thing on my pleasure boat. I mean waves
21 affect the way you operate a boat. Now, you were mentioning,
22 you described the Morgan, Minne-Ha-Ha, and then you got to the
23 Mohican, and you were saying -- the Mohican travels faster than
24 you do on the Adirondac?

25 A. That's correct.

1 Q. And you travel -- the Adirondac travels you said at
2 what speed was it?

3 A. 12½ miles an hour is universally what I try to travel
4 on.

5 Q. Now how do you know it's 12.5 miles an hour?

6 A. The miracle of GPS, and the, the other captains will
7 tell you I'm very anal about that, about where I go and how
8 fast I go.

9 UNIDENTIFIED SPEAKER: Careful. They call him
10 prudent.

11 UNIDENTIFIED SPEAKER: Prudent.

12 BY MR. S. QUIRK:

13 Q. How many -- you said the Mohican goes faster than
14 you.

15 A. Yeah.

16 Q. Is that a common -- is it just once it overtook you
17 or --

18 A. No, that's, that's very typical. When we are -- when
19 I'm in a situation where the Mohican is behind me, I know that
20 she's going to overtake me at some point, if we have enough
21 lake in front of us.

22 Q. So it's known to you or other captains that she will
23 travel at a faster rate. Would you say that she's the fastest
24 boat or cruise ship, vessel, on the lake?

25 A. I don't know that I would go that far, because quite

1 frankly, the Saint Sacrament can lay down a pretty, pretty good
2 line, but her typical operating speed that she would do for say
3 her day cruise, which is usually when I'm out there and have
4 been overtaken by her speed is, is greater than what I normally
5 travel at.

6 Q. Okay. You were speaking about inspections, and every
7 May being inspected.

8 A. Yes.

9 Q. Now the Adirondac is brand new, fairly new.

10 A. Yes.

11 Q. In the second season in use. Have you, have we had
12 problems with the boat as to being inspected?

13 A. To the best of my knowledge, no.

14 Q. We have never have to correct problems as
15 (indiscernible)?

16 A. As far, as far as I know, Sean, there's never been a
17 situation on the Adirondac where they have said you need to fix
18 this or you can't leave shore.

19 Q. Okay, good. Did you see -- getting back to this day
20 of the incident, did you, did you see the Mohican out that day?

21 A. I did.

22 Q. Where on the map would you have seen it, and where
23 were you on the map?

24 A. I'm sorry, but I don't recollect where I was. I can
25 give you a little bit of background. This is not a -- I think

1 I stated at the beginning, this is not a typical cruise that we
2 do at the time from 2 to 4, and I knew that the Mohican would
3 be leaving at 2:30, and I always like to know where the other
4 boats are on the lake when I cruise, so my thought was that
5 before I did the cruise that we were going to be moving in the
6 same direction and that I would be turning to the east before
7 the Mohican would overtake me. I do remember seeing the
8 Mohican on my return trip. I remember thinking that she was a
9 little bit farther south than I thought she would be.

10 Q. Ahead of time?

11 A. Behind time.

12 Q. Behind time.

13 A. But I, I cannot honestly tell you where it was that I
14 saw the boat. I initially felt that as I got to the east side,
15 when I -- before I did the cruise and I went over in my mind
16 where she was going to be simply because that's what I do as a
17 captain, I felt that as I got over to the east side and started
18 down maybe by Camp Gingacook, that's when I would see the, the
19 Mohican opposite me, approaching the Sagamore, and I remember
20 thinking that I was farther down the lake when I finally did
21 pass her and, and thinking to myself, she must have left late.

22 But I cannot honestly tell you, Sean, where I was.

23 Q. Okay. So you left at 2 o'clock was it?

24 A. I believe the log states 2:08. We had additional
25 people buying tickets.

1 Q. Okay. What time did you return?

2 A. We got back precisely at 4 o'clock.

3 Q. So you didn't give them the full two hours. You came
4 back --

5 A. Typically what I do as a captain is as long as we can
6 get that boat out before 10 minutes after the stated leaving
7 time, we -- I go ahead and bring it back at the appointed time.

8 Q. So you left at 2:08, and you were saying that you
9 knew the Mohican was going to leave at 2:30?

10 A. That's correct.

11 Q. It usually does. That's --

12 A. That's their scheduled time.

13 Q. And half an hour -- when -- by boat and landing
14 being -- I don't know, what 12 miles, 10 miles up --

15 A. 10 miles.

16 Q. -- would he overtake you, if he did leave at 2:30
17 before he even got to Bolton or --

18 A. This is kind of like the trigonometry, you know, if
19 the train leaves the station at top speed, but I honestly
20 thought that he was going to be a lot closer to me. As I said,
21 when I finally did see him, and I honestly wish I could tell
22 you where I was, but I don't. I remember saying to myself,
23 gee, he's nowhere near as close to me as I thought he was going
24 to be. Because my first thought when I, as I said, when I knew
25 that we were going to do a cruise at 2 o'clock was I want to

1 make sure that he doesn't overtake me, and so I kind of went
2 through my mind where I thought he might be, and --

3 Q. In a half an hour though, distance in between the two
4 of you starting from the same point on the southern basin and
5 going, would he have overtaken you?

6 A. I don't believe he would --

7 Q. Well --

8 A. -- be very close.

9 Q. -- he certainly -- yeah. Yeah.

10 A. As I said, Sean, it was my, my thought that I would
11 have turned and gotten down to about Pilot Knob over here, and
12 he would have been this side. That was my, my general thought
13 before I did the cruise, that we would be way up here. In
14 fact, it was somewhere below that that I finally did pass him,
15 but I honestly can't tell you where.

16 Q. You passed the Horicon south -- Horicon was going
17 south, you were heading north?

18 A. Yes.

19 Q. Just south of Rush Island above Cotton Point?

20 A. Yeah, right it that area.

21 Q. (indiscernible)?

22 A. That's an estimate. I didn't look at my watch, but
23 you asked me to estimate approximately, and that's an estimate.

24 MS. S. QUIRK: Okay. Thank you.

25 MR. TURRELL: Do you have any questions?

1 UNIDENTIFIED SPEAKER: No, I don't.

2 UNIDENTIFIED SPEAKER: Okay.

3 BY MR. TURRELL:

4 Q. The wakes, when you were on the boat, the Ethan
5 Allen, the three sister boats, did you notice that the wakes
6 are more pronounced near shore because they run inside there?
7 Would you say that the wakes are more pronounced as they
8 approach the shoreline or the wave action or -- the distance,
9 is the close into shore operation a factor in your opinion
10 compared to being further out in your experience?

11 A. No, I couldn't conclusively say that.

12 Q. Okay.

13 A. It more depends on where that boat is I believe that
14 produces --

15 Q. Okay.

16 A. -- the wake. As I stated before, I believe in most
17 cases the closer you are to the source of --

18 Q. Right. That's what you said before.

19 A. Yeah.

20 Q. Okay. We're all trying to figure out what happened
21 and make safety improvements and figure out, you know, what,
22 what caused this accident and, you're very familiar with
23 Shoreline and the lake and operations. The professional
24 mariner on the lake, are there any improvements to the system
25 as a whole that you would like to see or in your opinion need

1 to be addressed in general or as a -- part of this accident?
2 Is there something you're -- I mean your, your employers are
3 here, and they're cooperating with our investigation, and it's
4 commendable, but this is your opportunity to more or less kind
5 of speak directly to the, the Board and, you know, is there
6 something, you know, maybe you think your employer should do,
7 perhaps, that you would like to see done?

8 MR. S. QUIRK: I would walk out, if you want me to.

9 MR. TURRELL: No, you can --

10 MR. S. QUIRK: You can feel free to speak.

11 MR. MASON: Absolutely not (indiscernible). I've
12 worked for Shoreline Cruises for, for 21 years, and I have
13 never, and I've worked parasail. I've given tours on, as you
14 stated, all of the boats, the cruise boats that Shoreline has
15 ever had. I have never at any time during that 21 years felt
16 that safety was not a number one priority in everything that
17 was done on that property, and that we were always operating
18 within the regulations as they were established by the state.

19 BY MR. TURRELL:

20 Q. Besides your employers, is there anything else
21 perhaps in a regulatory sense, improvements to the safety
22 system on the lake?

23 A. One of the things that has always concerned me and
24 continues to concern me even on the Adirondac, is the closeness
25 that other boats come to us and each other I guess on the lake.

1 But even on the Adirondac, I'll have large cruisers come
2 alongside me within 100 feet and then cut across my bow, and
3 that's enough to, to rock that boat to a degree that someone
4 could get injured if they were on the stairs, which is why I
5 told you at the beginning I make the announcement to the people
6 that if you're on the stairs, please use the handrails at all
7 times. If I can -- if I know we're going to hit a wake, I will
8 announce that, but if a boater comes a along and all of a
9 sudden cuts across my bow, I have no time to tell the people
10 that, and that issue with the wakes I think really needs to be
11 addressed because I don't think these boaters understand the
12 power of that wake, and I'm on a 115-foot boat.

13 Q. Now you say the boaters. Are you referring to all
14 craft, recreational and --

15 A. I'm referring to all craft, I mean commercial as well
16 as private.

17 Q. Are there other besides the commercial boats on the
18 lake, are there other craft on the lake that are creating these
19 wakes that you described? Perhaps you can describe those boats
20 also.

21 A. There are a number of cruisers on the lake, that if
22 they come close to you, you know, I've mentioned proximity,
23 particularly as it relates to the Adirondac.

24 Q. These are like speedboats or --

25 A. No, these are luxury cruisers, 35 feet in length, you

1 know.

2 MR. TURRELL: Before we get to those other gentlemen,
3 any more follow-up questions at all?

4 UNIDENTIFIED SPEAKER: No.

5 BY MR. S. QUIRK:

6 Q. I -- one more question, just -- somebody, I just kind
7 of realized -- was interviewing you and then Jim Young and the
8 captain of the Mohican, you were stating, you know, you see --
9 you would see the Mohican on the west side or on the east side,
10 not in the middle like the -- not going to one island and then
11 change course to another island and back in the middle of the
12 lake. Are they actually on one side of the shore? That's a
13 question. Are they toward one side of the shore or are they in
14 the middle of the lake?

15 A. Okay. The two typical daytime cruises that the
16 Mohican does is the entire lake cruise where they go all the
17 way to Bolton, and then they do the Bakers in the afternoon.
18 On occasion with that cruise that they do in the morning, they
19 will come back, and they will come down the center of the lake,
20 on occasion. But more typically, they are along one side or
21 the other. The bay cruise, which is the one that we're talking
22 about that maybe potentially put them in proximity of, of the
23 Ethan Allen on Sunday, that very typically that very definitely
24 is the Shoreline cruise, and their typical direction is to run
25 that up the left side. They do a small loop into Bolton Bay.

1 They go up into The Narrows into Paradise Bay, and then they
2 come back down the east side, and then back to the dock. That
3 is a shoreline-centered cruise that they narrate.

4 Q. Okay.

5 A. So they do have to be close to the shoreline so the
6 people can see what they're narrating.

7 Q. And just to put it in perspective that you, you were
8 saying at one time the Horicon was in your line, you know, line
9 of travel.

10 A. Yes.

11 Q. I guess.

12 A. Yes.

13 Q. And has the Mohican been in your line or --

14 A. Yeah.

15 Q. -- follow your line? I mean we, we as in Shoreline
16 or the Adirondac and Horicon, we've always said that we travel
17 on the west side and go the east side and travel down. So do
18 you think the Mohican travels a similar path as we do?

19 A. I believe so, yes. They do, yes.

20 Q. I mean they narrate the same houses and sites that we
21 do?

22 A. Yeah.

23 Q. Okay.

24 MR. TURRELL: We're just going to pause just for a
25 moment.

1 (Pause.)

2 MR. TURRELL: We're back on the record now again.

3 BY MR. TURRELL:

4 Q. Mr. Mason, I just have a couple of questions about
5 your, your -- as a crew member onboard these boats where NTSB
6 is concerned about the fatigue issues, medication issues and so
7 forth, and so I'm going to ask you a few questions about your
8 habits and how much sleep you get.

9 A. Okay.

10 Q. Could you describe basically your sleep habits and
11 how much rest you get ever night?

12 A. Sure. Typically during the summer, the -- we would
13 dock at 8:30, 6:30 to 8:30 is the dinner cruise. I would close
14 the boat up according to my duties, usually get home little
15 before 9:30. Usually I'm in bed by 10 or 10:30, and usually
16 get up about 7:30, between 7 and 7:30 the, the next morning.

17 Q. Okay. Now do you routinely -- how much coffee do you
18 normally drink?

19 A. I normally drink two cups in the morning.

20 Q. Okay. Do you use prescription medication?

21 A. No, sir.

22 Q. Okay. And would you describe your general physical
23 condition as good or --

24 A. Excellent.

25 Q. Okay. And do you use alcohol or drugs?

1 A. No, sir.

2 Q. I recognize who is in the room, so good answer. So
3 you, you -- looks like you're getting over eight hours sleep
4 every night.

5 A. Yes, I try to.

6 Q. Okay. Would you say you sleep well? Do you have any
7 sleeping difficulties or --

8 A. No. Sleep very well.

9 Q. And how often do you get physical exams?

10 A. Once a year. I just had one this spring.

11 Q. Okay. Is there a requirement on the -- in the -- for
12 New York State, are you required to get a physical?

13 A. As far as I know, there is not.

14 Q. Okay.

15 MR. TURRELL: I'll leave it at that. Any other
16 questions?

17 Mr. Mason, if you would just acknowledge you've been
18 recorded, and I'll end the interview.

19 MR. MASON: I acknowledge that what I've said this
20 morning has been recorded.

21 MR. TURRELL: Thanks for your cooperation.

22 (Whereupon, the interview in the above-entitled
23 matter was concluded.)

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: Investigation of MV Ethan Allen
 Lake George, New York
 October 2, 2005
 Interview of John Mason

DOCKET NUMBER: DCA 06 MM 001

PLACE: Lake George, New York

DATE: October 6, 2005

was held according to the record, and that this is the
original, complete, true and accurate transcript which has been
compared to the recording accomplished at the hearing.

Katherine Motley
Transcriber